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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

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COUNTRY

East Germany

DATE DISTR. 23 April 1956

SUBJECT

SDAG Wismut AG:
Object No. 90**D480876**

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DATE OF
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REPORT NO.

19 JUN 1956

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20 JUN 1956

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1. The open pit mine at Katzdorf/Sorge was extended toward Culmitzsch. Five farms which are located outside the village boundaries have already been vacated. All mining operations proceeded according to schedule. Only grade 3 ore was mined. The number of workers decreased by about 50 men per shift. Some of the discharged miners were transferred to the Muecke mine.
2. As was previously the case grade 3 ore was loaded in three shifts at the Truening ore loading point. From 43 to 50 railroad car loads were handled during the two day shifts and 40 to 45 car loads during the night shift. No work was done on Sunday. The ore was shifted to Dresden/Gittersee, Aue, and Crossen. The bulk of the ore went to Crossen and only a small portion to Aue. Each of the railroad cars was loaded with exactly 15 tons.
3. Two cranes continued to be employed for the removal of the overburden at the Muecke open-pit mine. About 80 men were assigned to each of the three shifts, not counting the drivers of the 30 dump trucks. Ore mining operations had not yet started. New workers came from Gaiern and Katzdorf/Sorge. The experimental shaft west of the Muecke mine was not yet in operation. In early October 1955, the Muecke open-pit mine covered an area of 250 m square.
4. The open-pit mine at Gaiern was deactivated in mid-October 1955. The ore dumps have been removed except for minor quantities.
5. The deactivation of the Gaiern pit was caused by heavy rains in October which flooded the pit. Ore mining will be resumed and the area of the pit is to be extended toward the Muecke open pit.
6. All loading operations at Gaiern continuously decreased until 30 October when they were stopped entirely since most of the dumped ore had been removed.
7. The two new mines of the central mine at Schmirchau are in progress of becoming the most important mines of Object No 90. The mines will be extended to a depth of 240 m. So far depths of 200 and 220 m respectively have been reached. By 3 November 1955, Object No 11 had not been placed under the control of Object No 90. About 840 men each

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were assigned to the two daytime shifts. The work force of the night shift was slightly smaller. Object No 11 continued to work on the enlargement of mines. All mining operations conducted by Object No 90 continued according to schedule simultaneously with the enlargement of mines. Grade 2 and 3 ore was being mined. Grade 3 ore was shifted without delay to the ore loading ramp on Paitzendorferstrasse at Ronneburg. Grade 2 ore was stored in the mine area and shifted out separately. The area of the two new mines scheduled to be built south of the present mine area has been staked off. The sinking of shafts was scheduled to be started in mid-November 1955.

8. The new mine of the Lichtenberg central mine was not completed by 3 November 1955. The scheduled depth of more than 200 m had not yet been reached. The mine had not yet been placed under the control of Object No 90. Ore of grades 1, 2, and 3 was being mined. Grade 1 ore was very rare; it was packed in sheet metal boxes and trucked away. Grade 2 ore was also comparatively rare. This ore was stored in the mine area and shipped out separately. Grade 3 ore was shipped to Ronneburg without delay.
9. The loading ramp at Ronneburg railroad station handled ore from Lichtenberg. Work was done in three shifts and about 40 x 15 ton railroad cars were handled per shift. Grade 3 ore was involved and was handled in special shifts. For example, on Sunday 30 October 1955, 120 railroad cars were loaded with grade 2 ore in a special shift from 0600 to 2200. The ore was sent to Grossen.
10. The enlargement of the new loading ramp on Paitzendorferstrasse has been completed. The ramp, which is paralleled by railroad trucks on both sides, is about 30 m long. It has ascent on one end. Dump trucks can turn around on the ramp. A wooden ore storage bunker lined with sheet metal has been erected at the side of a railroad track. The dump cars dropped the ore on a grate through which it falls on a conveyor belt which takes the ore to the ore storage bunker. This bunker has an opening at its bottom through which the ore can be directed on another conveyor belt which takes the ore to the railroad cars. During the reported period, grade 3 ore from Lichtenberg and Schmirchau was handled at Ronneburg in three shifts. About 35 railroad cars were handled per shift. Ore from Stolzenberg was no longer handled at Ronneburg, the capacity of the ore loading installation there was not yet fully utilized. Prior to 8 November 1955, railroad cars lettered "Fendel Ronneburg-Zwickau" and "Ronneburg-Gittersee" were observed being loaded with ore at Ronneburg.
11. Work on the Stolzenberg open-air mine continued after the enlargement of this mine had been delayed by heavy rains. Mostly overburden was removed. Only the dump cars which came from the lowest levels of the mine went to the ore test stand. Only small quantities of ore were found, and this ore was dumped. The open mine pit covered an area of about 800 x 400 m. Ore mining activities were not expected to be started in the near future.

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12. The Paitzdorf central mine was still being enlarged by Object No 29 and filling stations were being set up. The lowest level was about 160 m deep. The mine is equipped with an elevator tower.
13. Drilling operations continued in the Kauer-Lengsfeld, Paitzdorf-Raitzhain and Posterstein area. New drilling operations and prospecting trenches were observed west of Thonhausen, south of the Autobahn, in the area of the Fuchsberg Hills and the Haselbach area.
14. Prior to 30 October 1955, the bulk of the derricks was in the Paitzdorf - Schmirchau - Stolzenberg area. Prospecting work was started by Object No 29 in the area northwest of Schlagwitz, on the Glauchau - Penig highway and railroad line. Experimental borings were begun some time ago. Most of the boring operations were discontinued in mid-October 1955.

 Comment. For location sketch of the Muscke opencast mine, see Annex 1. For sketch of the ore loading installation on Paitzdorfer Strasse at Ronneburg, see Annex 2. For sketch of the Paitzdorf Central mine, see Annex 3.

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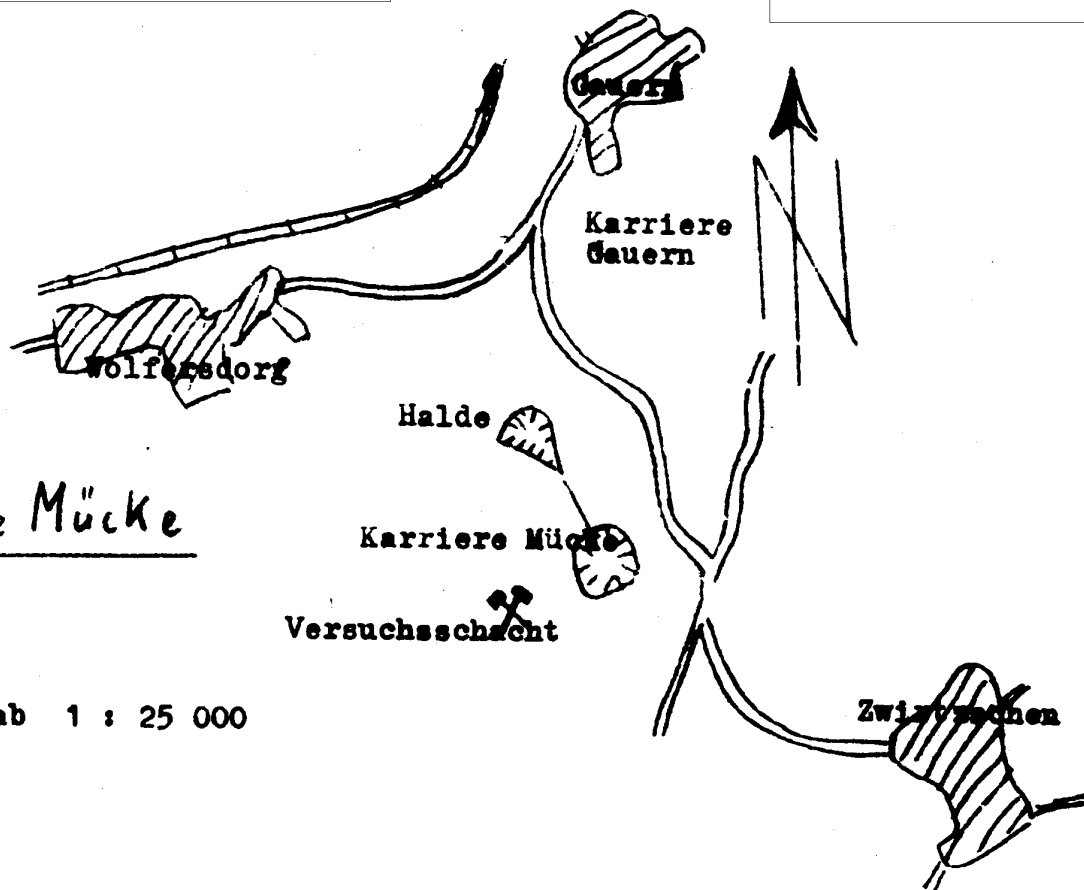
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Annex 1



Karriere Mücke

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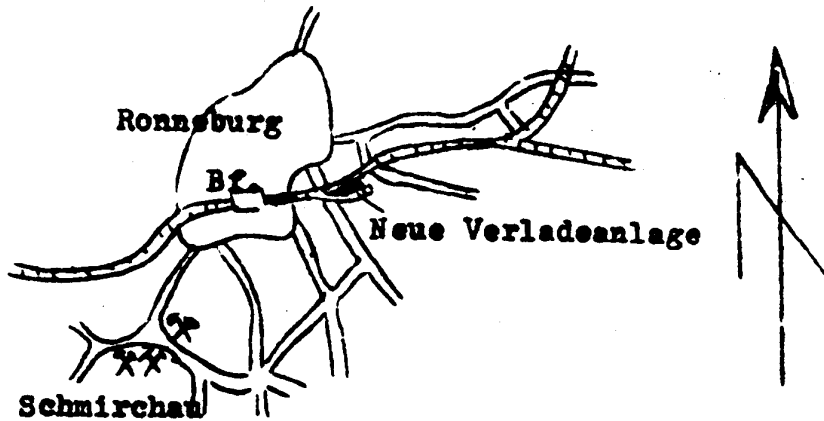
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Annex 2

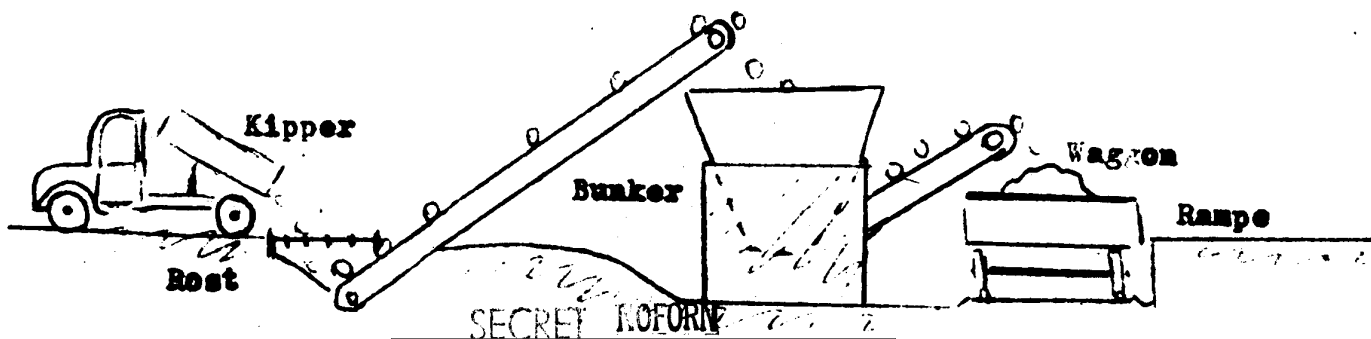
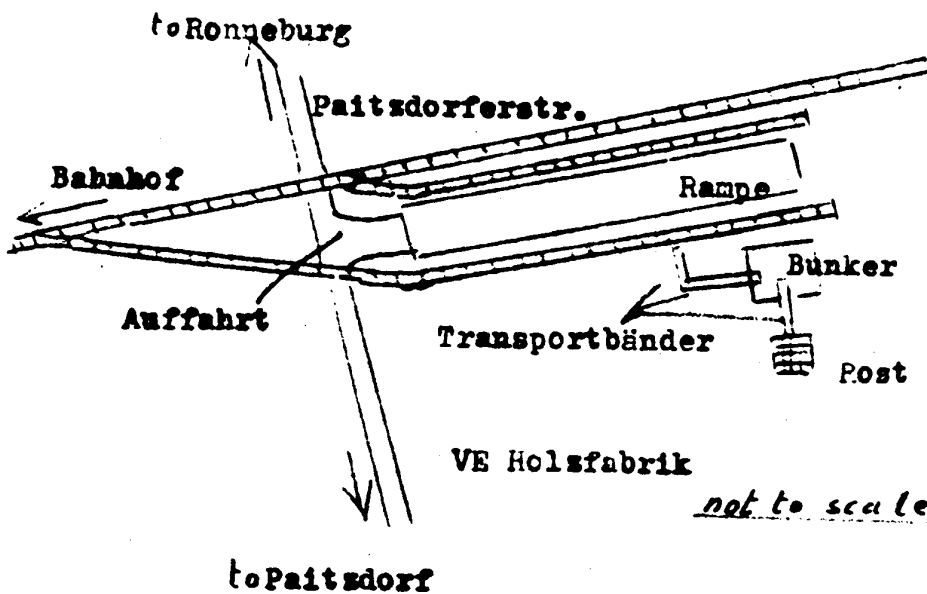
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VERLADANLAGE BONNEBURG ,an der Paitsdorferstraße



Maßstab 1 : 50 000

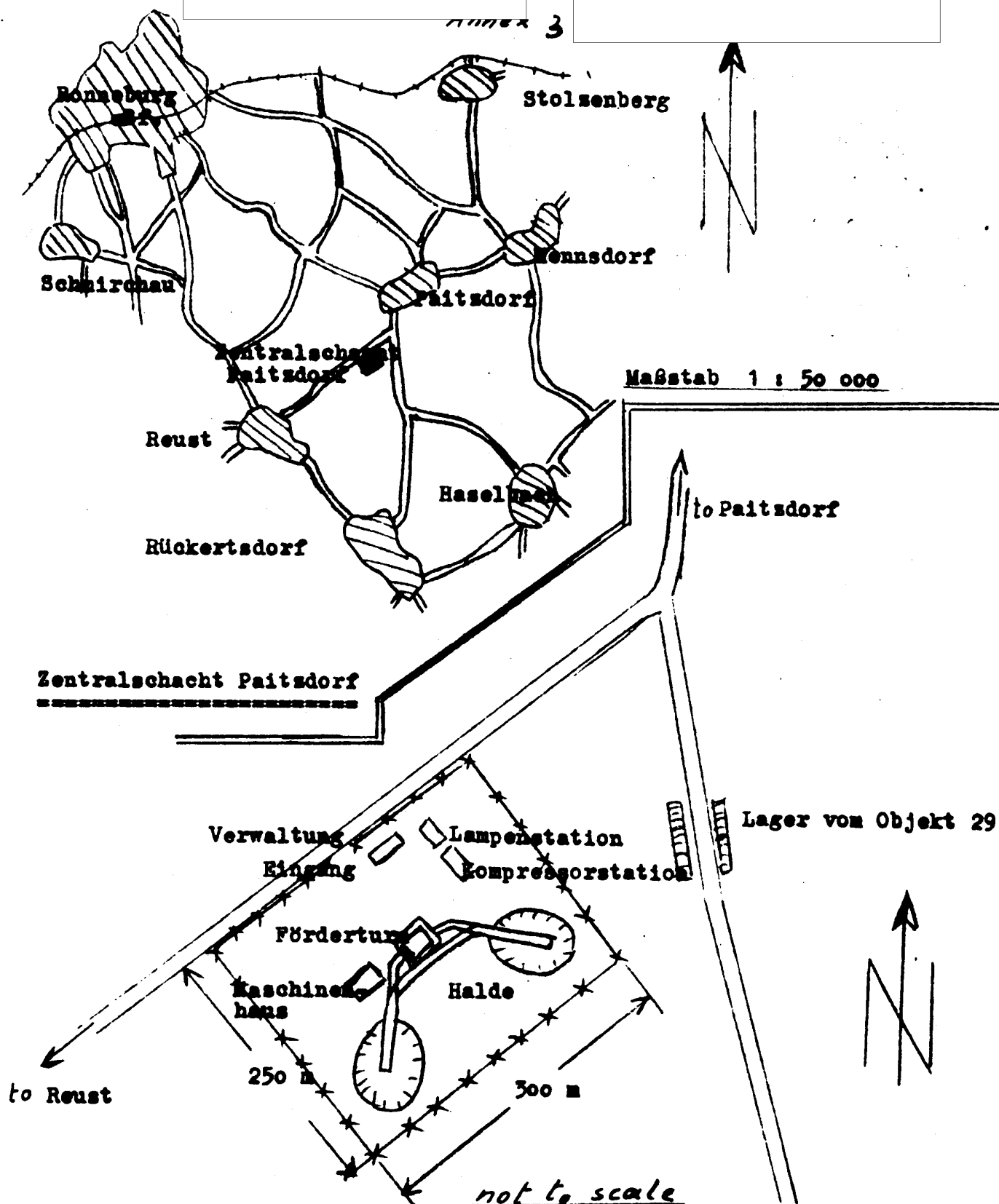


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